

AUGER BORINGS

During the 1961 field season determinations of depth and composition of the overburden were made at various locations throughout the map area. Drilling was carried out by means of an hydraulic auger mounted on the rear of a jeep and operated by a power takeoff mechanism. The main object of this drilling was to locate deposits of gravel, sand, and clay in the map area. (A detailed report of this drilling and accurate location of the holes is on file with the Nova Scotia Department of Mines.)

The results of the drilling showed that three areas, notably those covered by the Hebert soil series, contained gravel, sand, or clay materials. It was found that the sand and gravel in the Grantville area south of Cleveland is associated with an esker which is about fifteen feet high and twenty-five feet wide. This esker trends along the west side of River Inhabitants for about two miles. Numerous gravel and sand pits have been worked along this esker and at present one quarry is being operated about one mile south of Morrison Siding.

In the Queensville area, along Lamey Brook, a deposit of gravel and clay was located by drilling. No development work was carried out on the deposit, but surface investigations indicate an extensive gravel deposit which seems to overlie a deposit of fire-clay. Most of the pebbles in the gravel are less than three inches in diameter and are composed of igneous and metamorphic rock. The gravel is generally clean and has little associated silt and clay material.

A drill hole immediately beyond the northern limit of the gravel deposit penetrated over fifteen feet of brownish-red fire clay. A firing test showed it to have good qualities and economic possibilities. The clay appears to underlie the gravel deposit.

About one and one-half miles northeast of Mackdale near Dorton's Bridge a small amount of stratified gravel, sand, and clay was found. The material in this deposit is very poorly sorted. No lateral extension to this occurrence could be found and it is considered to be uneconomic.

THE RICHMOND-INVERNESS METROPOLITAN PLANNING COMMISSION

Planning on a regional basis had been non-existent in the Canso Strait area prior to the industrial expansion experienced in recent years. This industrial expansion and accompanying residential growth led county and town officials to realize the need for an overall planning authority in the area. On March 2, 1960, the Richmond-Inverness Metropolitan Planning Commission was established, making it the first such planning region in Nova Scotia.

The planning commission is made up of nine members, three from each participating municipality. Although the commission has not as yet seen fit to employ any staff, it has been active in many fields. The commission has prepared a zoning plan for the Metropolitan area which has not been approved. The location of the airport site was promoted by the commission and it has advocated a seawall or other marine berthing facilities for the area. The county councils have adopted the short form of the National Building Code upon the recommendation of the planning commission.

The plan showing probable future land use in the Metropolitan area, which is seen in this report, has been approved by the planning commission. This future land use map indicates how the Metropolitan area should grow, and in the opinion of the commission, how it will grow and expand. Many features shown on this plan are totally non-existent today. The airport, for example, is only in the planning stage and future trends in growth will probably determine when its construction begins.

The real task of preparing plans to guide this region in the future has only just begun, and it is hoped that soon industry, and all other elements of the economy, will have the protection, service, and encouragement that a sound regional plan of the metropolitan area can provide.